

CUR NEWS-ROOMS
AND
REFERENCE & LENDING
LIBRARY
will shortly be opened for the
use of Subscribers to the
HONGKONG TELEGRAPH.
FREE.

The Hongkong Telegraph.

ESTABLISHED 1881.

100,000 THOUSAND DOLLARS
DOLLA.R.S.
European Subscribers to the
Hongkong Telegraph are, from
1st October, 1895, liable for
the sum of \$1,000 against Fatal
Accidents,
SEE BELOW.

NEW SERIES No. 248

日十月初二十一十二月光

FRIDAY, JANUARY 24, 1896.

五拜禮 號四廿月正英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA,
LIMITED.
Authorised Capital \$1,000,000
Subscribed Capital 500,000
HEAD OFFICE - HONGKONG.

Court of Directors:-
D. Gillies, Esq. ChowTung Shang, Esq.
H. Stolterfoht, Esq. Kwan Ho Chuen, Esq.
Chan Kit Shan, Esq. Clerk Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.
Hongkong, 23rd October, 1895. [59]

THE MERCANTILE BANK OF
INDIA, LIMITED.
AUTHORISED CAPITAL \$1,500,000
SUBSCRIBED \$1,185,000
PAID-UP \$565,000

BANKERS:-
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT
ACCOUNTS at the Rate of 2 per cent.
per annum on the Daily Balance.

New FIXED DEPOSITS:-
For 12 Months 4 per cent.
" 6 " 3½ "
" 3 " 2½ "

DEPOSITS RENEWED ON OLD TERMS.
J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895. [58]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE - LONDON.

CAPITAL PAID-UP \$800,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$800,000
RESERVE FUND \$125,000

INTEREST ALLOWED on ACCOUNT at the Rate of a per cent per
annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.
" 6 " 3½ "
" 3 " 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895. [53]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$5,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
J. KRAMER, Esq., Chairman.
A. MCCONACHE, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, S. C. Michaelson, Esq.
G. B. Dodwell, Esq. D. R. Sisson, Esq.
M. D. Eckel, Esq. N. A. Siebe, Esq.
R. M. Gray, Esq. R. Stewart, Esq.

CHIEF MANAGER:-
Hongkong - T. JACKSON, Esq.
MANAGER:-
Shanghai - J. P. WADDE GARDNER, Esq.
LONDON BANKERS - LONDON AND COUNTY
BANKING COMPANY, LIMITED,
HONGKONG - INTEREST ALLOWED

On Current Account at the rate of 2 per cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 2½ per cent per annum.
For 6 months, 3 per cent per annum.

For 12 months, 4 per cent per annum.
T. JACKSON,
Chief Manager,
Hongkong, 23rd December, 1895. [51]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager,
Hongkong, 1st August, 1895. [52]

Amusements.

GYMNASTIC COMPETITIONS
AT THE VICTORIA RECREATION CLUB
ON THURSDAY AND FRIDAY,
THE 30TH AND 31ST INST.

PROGRAMME:
HORIZONTAL BAR, PARALLEL BARS, VAULTING
HORSE, RINGS, RUNNING, HIGH JUMP,
AND ROCK CLIMBING.

BOXING - (middle, light, and feather weights)
and FENCING.

Names of Members intending to compete to
be sent to the Steward before the 27th instant.
Hongkong, 18th January, 1896. [51]

Notice of Firms.

NOTICE is hereby given that
Mr. ALFRED F. O. KRAUSS
and
Mr. PHILIPP BERNHARD
SCHMACHER

retired from our FIRM on the 31st December,
1895, and that

Mr. FRIEDRICH CARL PAUL
SACHSE

Mr. CHARLES ERNEST
RAYNER

and
Mr. GUSTAV ADOLPH DEGENER

BÖNING
have to-day been admitted Partners
CARLOWITZ & Co.
Hongkong, Hamburg & Co.
1st January, 1896. [54]

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.
28, Queen's Road Central.
Sole Eastern Agents for
SPINDLER GRIP ARMoured HOSE.
SNOWDON, SONS & CO. "SNOWDRIFT" MANT.

Sole Eastern Agents for
THE NEW WIRE WOVEN ROOFING CO.
THE ALUMINUM & GENERAL FOUNDRY CO.



SPECIAL DAGGER PACKING
FOR HIGH PRESSURE, ROUND
OR SQUARE.

ASBESTOS PACKINGS of every description
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Teak Form). SPECIAL ENGINE and CYLINDER OILS.
ASBESTOLINE, the most economical lubricant.

ALL GOODS BEARING TRADE MARK GUARANTEED.

W. JACKSON, Manager.

Hongkong, 26th September, 1895. [50]

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS,
"EXCELSIOR," HONGKONG,
A. B. C. Code.

TELEPHONE,

No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M.

DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOMS.

For further Particulars apply to

THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1895. [51]

EXPLOSION IMPOSSIBLE.

JASTRAM'S PATENT GOLDEN MEDAL

PETROLEUM ENGINES

OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour

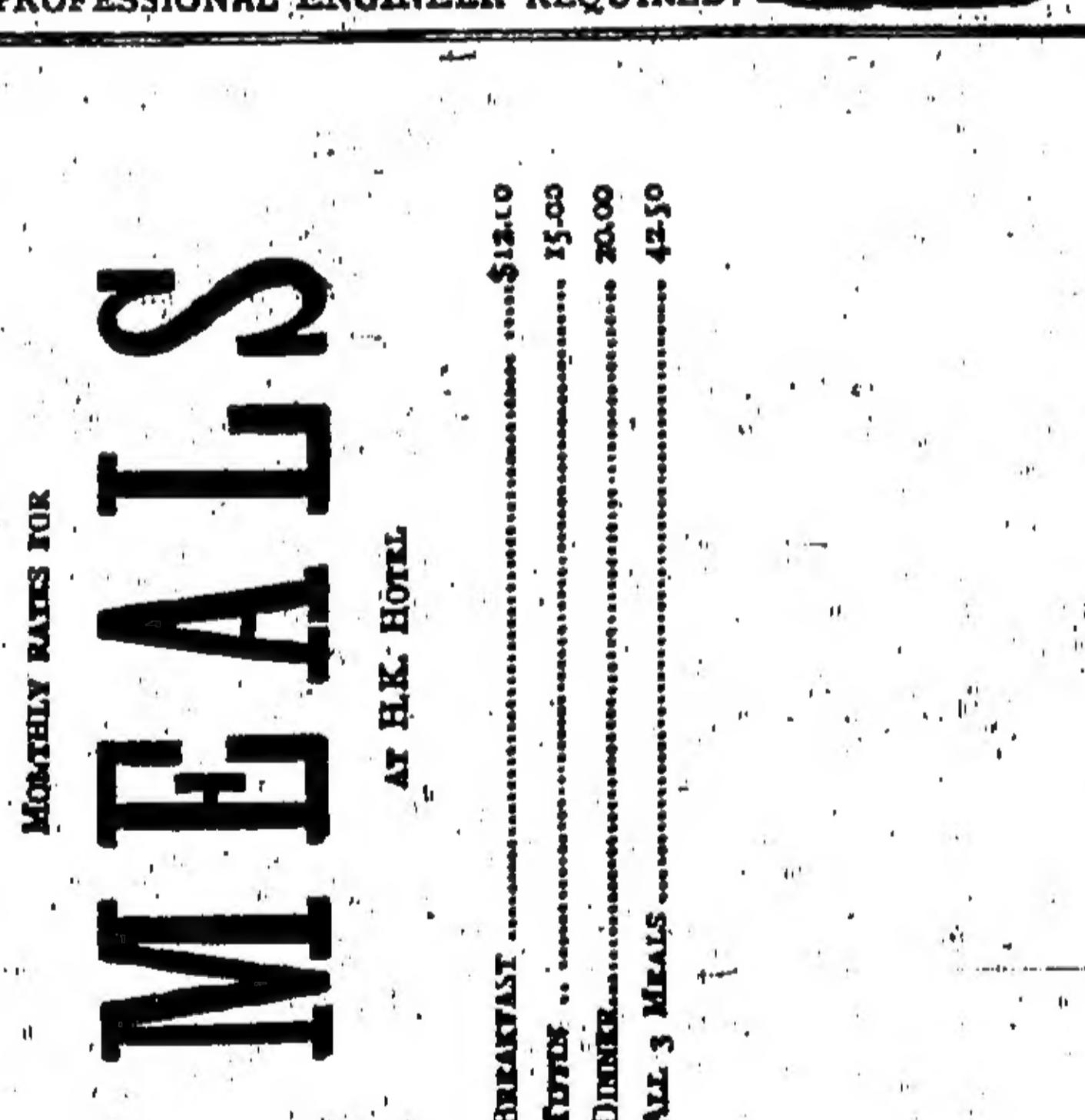
A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,

SOLE AGENTS FOR THE EAST.

47 NO PROFESSIONAL ENGINEER REQUIRED.



MEALS

AT H.M. HOTEL

MONTHLY RATES FOR

BREAKFAST 15.00
LUNCHEON 20.00
DINNER 25.00
ALL 3 MEALS 42.50

HOTEL METROPOLE

TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.

Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge - THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Gents are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, YOKOHAMA.

L. DEWETTE, Manager, TOKYO.

5, BUND, YOKOHAMA.

KELLY & WALSH, LTD.

CIGARETTES.

TOBACCO.

CIGARETTES.

TOBACCO.

GOOD QUALITY and CONDITION GUARANTEED.

Hongkong, 24th January, 1896. [51]

Intimations.

ONE THOUSAND DOLLARS.

\$1,000

\$1,000

INSURE YOUR LIFE AGAINST FATAL ACCIDENT
BY SUBSCRIBING.

"THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE ASSURANCE COMPANY WILL PAY
THE SUM OF \$1,000 MEXICAN.

to the legal representatives of the European holder of this COUPON, in the event of his death by
Accident on or before, the 31st March 1896 while on land, within the confines of HONGKONG
or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that
the Name and Address of the said holder appear in the List of European Subscribers to the
"HONGKONG TELEGRAPH"

as furnished to the Company for the Three Months ending 31st March 1896; that the premium
thereon has been duly paid; that death takes place within One Month from the
occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen
days of its happening to Mr. J. V. VERNON, Hongkong. It being declared that \$1,000 only
will be paid in respect of any one death.

This premium is paid quarterly in advance by
the Proprietors of the Hongkong Telegraph.

J. V. V. VERNON,
AGENT.

[50]

Hongkong, 1st January, 1896.

FOR SALE.

G. H. MUMM & CO.'S CHAMPAGNE.

In cases of 2 doz. pints \$35 per case.

" " " quarts \$33. "

SHEWAN & CO.,
Agents.

[53]

Hongkong, 13th May, 1895.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

(10)

CHAMPAGNES, HOCKS, RUM,

SHERRIES, MOSELLES, GINS,

PORTS, WHITE WINE, LIQUEURS,

CLARETS, BRANDIES, BITTERS,

BURGUNDIES, WHISKIES, ALES & STOUTS.

Hongkong, 6th December, 1895. [59]

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

(10)

CHAMPAGNES, HOCKS, RUM,

SHERRIES, MOSELLES, GINS,

PORTS, WHITE WINE, LIQUEURS,

CLARETS, BRANDIES, BITTERS,

BURGUNDIES, WHISKIES, ALES & STOUTS.

</div

Intimations.

WHY IS

ARMOUR'S BEEF JUICE

PREFERRED TO ANY OTHER MADE BY THE PHYSICIAN AND PUBLIC.

BECAUSE THEY KNOW THAT GOOD RESULTS FOLLOW ITS USE.

A SPECIALITY FOR INVALIDS.

THE PULSE QUICKENED
AND THE HEART'S ACTION STRENGTHENED.
REQUIRES NO DIGESTIVE EFFORT.

INVALUABLE IN THE SICK ROOM.

SOLE AGENTS:-

**WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road, Central.**

Hongkong, 23rd January, 1896.

to pleasure and strength of material. From the date of the adoption of these rules in practice there have been many cases in which vessels constructed in strict accordance with them were exposed to the severest tests from collisions or otherwise, and while up to 1892 there was a list of thirty-three steamers whose bulkheads had been exposed to and successfully resisted a heavier strain, there were no instances in which a vessel with her bulkheads constructed in accordance with the new rules had foundered at sea or been lost through the failure of her bulkheads. In a paper read by Mr. MARTEL (Chief Surveyor for Lloyds) at a meeting of the Institute of Naval Architects in 1892, the thirty-three steamers were specifically mentioned and Mr. MARTEL is reported to have said, as follows:—

"I know of no authentic recorded case of a bulkhead so fitted, having given way under maximum pressure; but many cases can be instanced of vessels having compartments filled reaching port in safety due to the bulkheads notwithstanding the strain brought upon them. Amongst such cases may be mentioned the following vessels which, after collision, grounding, or other causes, had one of the compartments filled with water and reached a port of safety with the bulkheads intact. The above thirty-three steamers were built to the requirements and classed in Lloyd's Register. Of these, nineteen had been in collision with other vessels, and the remainder had been bilged from grounding or other causes. In each case a compartment had been filled with water, but the bulkhead was sufficiently strong to prevent rupture, and they all arrived at a place of safety and were prevented from foundering, due to the efficiency of the bulkheads."

We give another extract from another paper read at the same meeting by Dr. ELDAR, confirming the view taken on the subject by Mr. MARTEL:

"There may not be the same quantity of experimental data available for regulating the strength of ordinary divisional bulkheads, because bulkheads of this class are rarely subjected to the strain of having to retain water in a compartment for a long time. Many persons have feared, as Mr. MARTEL says, that these bulkheads are, or were, sometimes useless in the event of the vessel being bilged; and it is satisfactory to see the list of thirty-three steamers given by him which have reached port safely, after collision or other accident, with a compartment full water and the bulkheads intact. There appears no sufficient reason to doubt that the ordinary bulkheads of ships as now fitted are strong enough for what is required of them."

It is very gratifying to find that although by profession Admiral MAKAROV is a destroyer of human life he has, nevertheless, given so many of the years of his life, and so much care and attention, to devoting means for the saving of life. The whole human race are his debtors, but especially that portion of it which goes down to the sea in ships.

TELEGRAMS.

REUTER'S MESSAGES.

OBITUARY.

LONDON, January 22nd. Prince Henry of Battenburg has died from fever contracted in Ashanti.

(Henry of Battenburg (Prince), son of Prince Alexander of Hesse and of the Rhine (Prince), Oct. 15th, 1856, and on Jan. 2nd, 1896, married H.R.H. the Princess Beatrice, born April 18, 1857, has two sons and a daughter. His Royal Highness (a son conferred upon him on his marriage) is Governor of the Isle of Wight, and of Castle Rock Castle.—*Men and Women of the Times.*)

THE PROPOSED EXTENSION OF THE MONROE DOCTRINE.

The resolution for the extension of the Monroe doctrine has been ill received, and is not likely to pass.

RUSSIA AND CHINA.

A Russo-Chinese Bank has been formed in St. Petersburg and the Directors propose establishing branches in the chief European and Asiatic cities.

(From *L'Avant du Tonka*)

THE ABYSSINIAN CAMPAIGN.

PARIS, January 15th. The Abyssinians have attacked the Italian force at Makale, but were repelled with great slaughter.

A NEW COMMANDER-IN-CHIEF.

PARIS, January 15th. General Dods has been nominated Commander-in-Chief of the Forces in Indo-China. [It will be recollect by our readers that this officer commanded the French expedition to Dabouy about three years ago.]

FRANCE AND ENGLAND.

JANUARY 15th. A much better feeling exists between France and England.

LOCAL AND GENERAL.

H.M.S. *Porpoise* and *Rainbow* are at Nagasaki.

RINDERPEST is causing numerous deaths among the milch cows in Japan.

THE Hongkong Cricket Club will play the Club tomorrow, commencing at 11 a.m.

The total value of the imports into Japan during 1895 amounted to \$55,960,355. The exports for the same period were valued at \$48,946,460.

THE Indo-China Co.'s steamer *Ongtang* was floated yesterday, and has been taken to the Cosmopolitan Dock where repairs will be effected.

H.M.S. *Immortalis*, now at Singapore, is due here on the 1st or 2nd next. She is a sister-ship of the *Nardus*. Captain Edw. Chichester is in command.

THE *W. C. Daily News* learns that the contract for the transfer of the *HanYang* Indo-China Co.'s steamer, of which Mr. de Martens, the author of the Woosung canal scheme, is the representative, has actually been signed. "For ways that are dark," etc.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

THE libel suit, *Phya Kral v. Stam Fars Press*, is reported to have ended, on appeal to the Supreme Court at Singapore, in a verdict of \$100 and costs against the offending newspaper.

AN emergency meeting of Zetland Lodge, No. 525, E.C., will be held in the Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited.

For snatching a silver half-pint from a Chinaman who was walking along Queen's Road yesterday a young coolie was this morning sentenced to two months' imprisonment and two whippings of twenty strokes each.

THE steamer *Bonnington* has been temporarily patched on one side and pumped dry, and now lies at anchor in Ya-ya-tai Bay, where she will remain until instructions are received from home as to what is to be done with her.

THE Russian Press continues to urge the advisability of leasing the island of Pul-Way, on the north coast of Sumatra, from the Netherlands Government. It would probably be a great advantage for Russia to have a coal station in the East-Indian Archipelago.

THE Singapore Acting Municipal Engineers notes, according to the *Free Press*, that the working of joining up mains for which a local firm put in a tender of \$900 was done departmentally for \$395, including some extra work which would have increased the former amount. Does the Hongkong P.W.D. ever try to save money in this way?

HONGKONG is finished! At least so say some Chinese because a peculiar optical illusion was in evidence, at 5 o'clock, extending from the Peak flag-staff direct towards the heavens. It looked to the naked eye like a long and narrow column of smoke about three times the circumference of the flag-staff, and was in the opinion of some witnesses somewhat similar in appearance to a distant waterspout.

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How great a price a country has to pay, if it goes to war without adequate preparation, is well shown by a paper of Mr. Giffen on the cost of the Franco-German struggle of 1870-1, says *The Navy League Journal*. That war caused France a loss of £695,000,000, whilst Germany secured an actual gain of no less than £174,000,000. The direct expenditure upon the war was for France £164,000,000; for Germany £60,000,000. The loss to France was no less than £19 per head of the population, or £75 per household. "Such," concludes the writer, "is the difference made to a country, firstly by being unprepared, and so having to spend more hastily; and secondly, by being the rest of the war."

It is reported in native official circles at Shanghai that owing to the denunciations of a Censor against the Chihli expectant Tactius Lo Fung-loh (ex-Viceroy Li's Naval Secretary) and Wu Mou-ting (Woo Jim-pah, ex-comptroller H. and S. Bank, Tientsin), the Emperor has sent emissaries to make inquiries on the spot. The accusations are, according to our Shanghai morning contemporary, said to relate to the administration of the Felyang fleet; the unauthorized acceptance of Captain Lang's resignation; supporting fellow-provincials to the exclusion of more worthy and braver naval officers, and peculation which led to the insufficient supply of war material to the ships at the critical moment.

LAST evening, at Thomas' Grill-rooms, Mr. H. Reid gave an exhibition of simultaneous chess-playing, undertaking to conduct nine games against members of the Chess Club at once. Mr. Reid won seven games, drew two and lost one. The games counted as wins for Messrs. Danenberg and Piercy, and Mr. Solly's second game was not played out, but the simultaneous players had the advantage in all. Ms. Barlow's was the prettiest game, for though Reid was a piece up, Barlow had a hot attack. It was a good draw. Hooper's draw, Reid should have won by careful play, but there was no time to finish. This was the first simultaneous game seen in Hongkong for some time, and Mr. Reid is to be congratulated upon the success attending his efforts.

MR. J. W. CARRINGTON, Q.C., who has just been appointed Chief Justice of Hongkong, was educated at Codrington College, Barbados, and Lincoln College, Oxford, and has filled several minor colonial appointments, including those of Chief Justice of Tobago and St. Lucia. He was appointed Acting Chief Justice of Grenada in 1886, and Attorney-General of British Guiana in 1888. He is the author of works on the laws of the colonies with which he has been associated. Sir Fielding Clarke, who vacates the Chief Justiceship of Hongkong to occupy a similar post at Jamaica, has been fifteen years in the Colonial service, having gone to Fiji as Attorney General in 1883. He is only a little over forty years of age, and is one of the most popular officials in the colonies. He was not long in Fiji before he was promoted to be Chief Justice of that Colony and Chief Judicial Commissioner for the Western Pacific. Six years ago he was appointed to a Polane Judge-ship in Hongkong, but in 1892 he became Chief Justice of the Colony. His promotion to Jamaica will give general satisfaction.

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FRANCE AND ENGLAND.

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COLONIAL CADETSHIPS.

Mr. Chamberlain has cancelled the regulations under which competitive examinations for colonial cadetships have hitherto been held, and the Civil Service Commissioners have agreed that examinations for these appointments shall in future be held simultaneously with the examinations for Class I cadetships in the Home Civil Service and for the Indian Civil Service, under regulations identical, so far as the subjects of examination are concerned, with those prescribed for the Class I and Indian Civil Service schemes. The change will come into effect at the examination to be held in August, 1896, if any vacancies for colonial cadetships are then offered for competition.

We sincerely hope that Hongkong will not be called upon to welcome any more colonial cadets under this or any other system of examination for many long years to come. We are burdened at the moment with very many more of them than we want or can use up for a very long time to come, and we could get rid of a few of them it would be a very considerable relief.

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BRITISH MERCANTILE MARINE OFFICERS' ASSOCIATION.

FIFTH ANNUAL MEETING.

The fifth annual meeting of members of the above named Association was held in the B.M.M.O.A. Rooms, No. 17 Praya Central, last night. Captain B. Branch (Hon. Treasurer) presided, and there were also present Captain T. Hall (Commander-in-Chief, *Naval*), Captain Morgan and Captain R. Corti, and Messrs. W. Thom, D. Steamer, J. Greey, H. Allen, F. W. Evans, S. Badley, J. Thomas, Captain J. McArthur (Secretary) and several others.

The Secretary having read the notice convening the meeting,

Captain Branch said:—Gentlemen, it affords me no little pleasure to meet you here tonight to commemorate the fifth anniversary of the birthday of this purely British association. During the brief period of its existence this Association has accomplished a good deal for the benefit of the members of the profession, and its establishment has, under the wise control and valuable guidance of those who have kindly filled the position of President, I am glad to think, and believe, resulted in the maintenance of highly desirable cordial relations with our employers (applause). If no other result had emanated from the foundation of this Association in this great seaport I am fully persuaded that we shall have no cause to regret the day, just about five years ago, we were able to consider this Association a thorough "going concern" (renewed applause).

In the course of five years there have been several changes in the management and direction of this institution.

The cold, relentless hand of Death has deprived us of the services of two Presidents who took a warm interest in our affairs. Nothing daunted, however, we persevered and after receiving much aid from Captain Tillic we are now, as you all know, much indebted to Mr. J. J. Francis, Q.C., for kindly accepting office as President. I am glad to be able to report to you that I had the pleasure of an interview with Mr. Francis this afternoon, and was asked by him to inform you that had he been well enough he would have been very glad to be present to-night, but unfortunately that was not out of the question, although I am very glad to be able to state that he is now on the high road to the complete recovery of his wonted health and strength (hear, hear, and applause).

To turn to the business before us, I may state that financially we are in a better position than at the end of the half-year ending 30th June, 1895. Although we have had to write off about \$600 for bad debts yet we have a satisfactory credit balance in the bank (applause), as you will see by the statement of accounts now laid before you and the passing of which I beg to move. I feel it my duty to urge you to use your influence to bring new members into the fold, for there is room for improvement in respect of membership. There must be a good many members of the profession standing out who ought to belong to this Association, and to whom the \$3 monthly subscription would be no burden. I am very willing to admit that our worthy Secretary has brought in several new members during the past six months, but what I wish to lay stress upon is my opinion that a very great deal might be accomplished by the members, especially the members of the Committee, never losing an opportunity to induce a brother officer to join the B.M.M.O.A. (applause). The accounts do not call for any special committee and if there are no questions I shall be glad if one of you will second my motion, that the report and statement of accounts as presented be adopted and passed.

Mr. D. Steamer seconded the Chairman's motion, and on being put to the vote it was carried unanimously.

The Chairman then proceeded to read suggestions sent in by members, and a lengthy discussion followed, resulting in Rule 24 being amended, making the subscription for members above \$3 per month, while rule 10 was amended with a view to exempting members and if there are no questions I shall be glad if one of you will second my motion, that the report and statement of accounts as presented be adopted and passed.

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THE HONGKONG TELEGRAPH, FRIDAY, JANUARY 24, 1866.

Directors and Auditors' Fees,	3,250.00
Amount of Bad Debt written off,	112.64
Balance to be appropriated, viz:—	
Divided at 6½ % on	
\$1,600,000,	\$104,000.00
To be written off value	
of Steamers,	45,000.00
To be carried to New Account,	5,064.36
	154,064.36
	\$ 182,164.58

Credit, June 10th, 1865.	
By amount brought forward from last account,	31,065.49
December 31st.	
N.C. Earnings of Steamers,	109,425.98
Interest on Investments,	41,426.61
Transfer Fees,	216.50
	\$ 182,164.58

DEPRECIATION AND INSURANCE FUND.	
Dec. 31st, 1865.	
To Balance,	\$ 600,000.00
	\$ 600,000.00
Cr. June 30th, 1865.	
By amount at credit,	\$ 600,000.00
	\$ 600,000.00

EQUALIZATION OF DIVIDEND FUND.	
Dec. 31st, 1865.	
To Balance,	\$ 9,000.00
	\$ 9,000.00
Cr. June 30th, 1865.	
By amount at credit,	\$ 9,000.00
	\$ 9,000.00

T. ARNOLD,	Secretary.
Hongkong, 22nd January, 1866.	

We have compared the above statement with the books, vouchers, and securities of the Company, and certify the same to be correct.

A O'D. GOURDIN, Auditors.

F. HENDERSON.

ADMIRAL MAKAROFF'S SCHEME FOR MINIMIZING THE EFFECTS OF COLLISIONS.

MEETING AT THE CITY HALL.

Yesterday afternoon His Excellency Admiral Makaroff, of the Russian Navy, met a number of leading residents in the Chamber of Commerce Room, City Hill, and explained to them his scheme for minimizing the effects of collisions at sea. Hon. A. McConachie presided, and there was a very large attendance, including Commodore Boyes, R.N., Commander R. Murray Rumsey (Harbour Master), Commander W. C. H. Hastings, Hon. J. J. Bell-Irving, Hon. E. Bellicos, C.M.G., Captain Tannard, R.N., J. J. Francis, Q.C., Captain A. Tillett, Captain E. Burnie, (Lloyd's Surveyor), Captain G. C. Anderson, Messrs. A. Woolley, R. Shawan, T. Jackson, St. C. Michaelsen, W. Ramsay, N. J. Ede, W. H. Ray, R. M. Gray, M. D. Ezekiel, N. A. Slebs, G. C. Cox, J. B. Duncan, and others interested in shipping and insurance business.

The Chairman said:—On the invitation of the Chamber of Commerce H.E. Admiral Makaroff has kindly consented to come here today for the purpose of explaining his scheme for minimizing the effects of collisions between ships. I may mention that His Excellency has occupied himself in the study of similar schemes since he was a young lieutenant, and some twenty years ago one of his inventions—a collision “mat”—was exhibited at an exhibition held in Vienna, and received such general attention and approval as to lead to its adoption by most European navies. He has also occupied himself with the study of the improvement of bulkheads, etc., and the importance of his ideas, in this latter connection so favourably impressed Mr. Morley, Chief Engineer to Sir E. J. Reed, the great naval constructor, that he publicly lectured in London on the suggestions advanced by His Excellency. At this time Admiral Makaroff was only beginning, as it were, his naval career, but his own Government very soon recognized the great ability of their young officer, and rewarded him by rapid promotions. I feel sure the ex-lations we are about to listen to, coming from such a distinguished naval officer and bearing on such an important subject as the reducing of the risk to life and property, will be followed with close attention by all present. (Loud applause).

Admiral Makaroff—Mr. McConachie and gentlemen; I have to thank the Chairman of this Society for giving me the opportunity to-day of putting before so many distinguished persons as are present here the results of my studies, and I am further gratified by seeing Commodore Bayes here, as it shows that the subject I am about to speak upon merits attention. I need not tell you that collisions are very frequent in these days. I have no statistic, but every one reading any of the big morning newspapers finds there almost every day some information about collisions at sea and their fatal consequences. In some cases the newspapers give particular details; but more often the report is very brief and simply states that such and such a ship went to the bottom, and so many lives were lost. Everyone of us is so much accustomed to read such information that we do not ask ourselves whether it is really unavoidable that after a collision one ship or both of them should go to the bottom. It is taken for granted that from time to time ships collide and sink, and I believe this sort of information produces less impression upon us than some trifling political news. From time to time a court of inquiry or court-martial investigates the details of the collision, but it is certain that the court will study chiefly the question as to who is responsible for the collision; and very little notice is generally taken of the reason why, after collision, a ship goes to the bottom. Shipbuilders tell us that ships are divided by the watertight bulkheads, and that the buoyancy is sufficient to keep a vessel afloat should one of the compartments be filled with water. But generally when collisions occur there is nobody to accurately record the details. The passengers are intent upon their own salvation, and the captain and crew are busy making such preparations as they have time for to despatch the ship. As a consequence it is taken for granted that the collision took place at the bulkhead, and for this reason two big compartments were filled with water. May be it will also be suggested that one of the bulkheads could not stand such an immense pressure and gave way at the critical moment. Formerly collisions were not so fatal, as sailing ships, which are usually constructed with a fiddle bow, have bowsprit and so much rigging in front that the effect of a collision is of course minimized. It is also necessary to mention that in the old days the speed of ships was very much less than it is now, and that the ships were mostly of wood, which resists more effectively than the thin plates of steel used at the present day. A fiddle bow vitally damaged only the upper part of the ship, and before the water line could be reached the force of the blow had spent itself. The ships of to-day travel at a high rate of speed; they have great displacement, and their vertical bow is so strong and so sharp that the moment collision takes

place the skin of the ship is penetrated from the gunwale to the waterline, and an immense rush of water into the vessel, and the vessel sinks. Let us go into the details of the collision so that we can ascertain whether any remedies can be applied to lessen the danger. I shall try to be as brief as possible, but, in order that you should better understand, let us look at the matter from every point of view. The first and best remedy which one can propose is to avoid a collision altogether, and certainly every improvement in the rules of navigation is very important, but the conditions under which seamen have to navigate are sometimes so difficult that it is perfectly certain that collisions will take place in future, notwithstanding any rules that may be proposed in order to make navigation safer. The second remedy is to minimize the effect of collisions, and on this point I shall speak afterwards in detail. The third remedy is to have watertight bulkheads, so disposed and so strongly built that they shall localize the inflow of water. It was at the beginning of my service that I commenced to study this question, and something was done in the Russian navy to make the bulkheads more efficient. I shall not trouble you with the details of this most important branch of ship-building, but I venture to lay before you one single proposition which, in my opinion, will produce a great improvement in this matter. I wish to draw your attention to the fact that everything on board a ship is tested before she is taken from the hands of the ship-builder. Capstans, rudder, engines, cranes, winches—everything, in fact, is tested in order to ensure that the whole of the fittings are quite sound and capable of performing the work they are meant for. Watertight bulkheads are excluded from this examination. If you ask a ship-builder if he has tried the bulkheads he will answer “Yes,” and he is perfectly right, because he has tested them, as the regulations require, that is, with a fire-hose. But I say this is not sufficient. If, after collision, bulkheads were not subjected to a more severe trial of their strength, then of course it would be all right, but unfortunately, when a compartment is filled with water, the pressure which the bulkhead is subjected to is very heavy, and I think the only way to be absolutely certain of the strength of the bulkheads is to try them under similar conditions to those in which they will be after the compartment is filled with water. Allow me to give you an example. Now only few manufacturers know how to make guns strong enough to resist the immense pressure of powder, and nobody dare make a gun with inferior metal for the simple reason that every gun is put to a very severe trial before it is taken from the bands of the makers. If this condition were not insisted upon anybody could make a gun which would resemble the very best specimen, but it is certain that the first time the gun was fired it would be blown to pieces. If we cannot accept guns, captains, winches, etc., without trial, why do we accept bulkheads without trial? I propose that when a ship has been fitted with engines, boilers, watertight doors, and everything else which cannot be damaged by water, a trial of the bulkheads, should take place by filling the compartments with fresh water to the upper part of the bulkheads. This trial ought to be made in the presence of competent officials, who should certify that the bulkheads are strong enough to withstand the full pressure of water, and that they are watertight. This trial over, the boilers, cylinders, pipes, etc., can then be covered with the usual non-conducting composition and the cable fittings put in their proper place. Probably all this work will occupy a week or so, but the loss of time will be amply compensated for by the ship being guaranteed absolutely trustworthy in this respect. If the collision takes place upon one of the main bulkheads, two compartments are filled with water. In order to avoid this I propose that each main bulkhead should be supplied with extra small watertight compartments at the side of the ship and from ten to twelve feet wide. Then the collision would only affect one bulkhead of these small compartments, and the result would be that instead of two big compartments being filled with water only one big compartment and the little one would be flooded. The fourth remedy for preserving the safety of the ship consists of a means whereby leading may be stopped. Twenty-five years ago I proposed the use of collision mats; one of them was exhibited at the Vienna Exhibition and every man-of-war of every nation has them now. Lately I have improved this apparatus, but although they are invaluable on men-of-war I do not think they will ever be accepted for merchant ships, because in order to use them to advantage the crew must be regularly drilled. I do not say the mate are useless for commercial ships, but there are many more important improvements which have prior claims to our attention. Now I return to the second remedy. The general opinion is that the colliding ship is so very powerful that nothing can minimize the effect of it; but I can give proofs that even when the force of the blow is comparatively slight the skin of the ship is penetrated. As a matter of fact the vertical stem acts as a knife and very little energy is required to penetrate the skin of the ship which is run into. We know, for instance, of the *Crathee*, the steamer which sank the big ocean liner *Elsa*, was of very small dimensions, and struck when she was going at a very moderate rate of speed. Everybody knows that the *Elsa* went to the bottom in a very short space of time and only a few of the passengers and crew were saved. It was witness of a similar case in the Bosphorus. A Russian steamer, *Azov*, touched a big French mail steamer, the *Provence*. The speed of the *Azov* at the moment of collision was not more than two or three knots, but her stem made a hole in the skin of the *Provence*, and the latter immediately went to the bottom. I may give another example which occurred less than a year ago, also in my presence, in the harbour of Chios, when a torpedo-catcher of 400 tons displacement and of very light construction, touched the cruiser *Pamiat Azov*, and although the stem of the torpedo catcher was of very delicate construction the hole made was big enough to permit of the entrance of a tall man. Had there been no belt of armament at the water-line an immense rush of water into the vessel would have followed. It is a known fact that two years ago a torpedo boat of 70 tons displacement ran into a man-of-war, and the skin of the latter was penetrated. I believe the example which I have given are sufficient to prove that, however slight the blow is, the skin of the ship collided with is of a certainty damaged, and a rush of water follows. It is believed that nothing can be done to minimize the effect of collisions because the blows are so very heavy but this does not mean that nothing can be done in case of only a slight shock. I may give an example which will prove that two ships may collide without damage being sustained by either. Thirty years ago Admiral Boutakoff wished to give his captains the opportunity of ramming exercise. Two gun boats of 300 tons were employed for this purpose, and each boat was entirely surrounded by a huge fender two feet in diameter, made of very light trees and branches bound firmly together so as to present a yielding shield. This protection was sufficient to preserve the one vessel intact when rammed by the other. It is true that the speed of the vessels was never higher than six knots, but I myself saw that the concussion at the moment of ramming was so great that not one of the men on board could keep his feet. This proves

that from the moment one ship touched the other to the moment when the vessel was stopped the colliding ship made a progress of may be only one foot. It also proves that very little is needed to prevent damage. But in the case of the *Pamiat Azov* the crew of the torpedo catcher were not in the least affected by the force of the blow. This shows that the resistance of the ship's side when the skin is penetrated is very small in comparison with the resistance of the skin before penetration. Is there not a striking difference in the result of the two cases I have just mentioned? While in one case the ship continued their practice as if nothing had happened, in the other the damage was very great, and if the *Elsa* had been in the place of the *Pamiat Azov* she would have gone to the bottom. In order to demonstrate the difference between touching the skin with a ram which is without a buffer and a ram with a buffer I made some experiments a few weeks ago on board my ship, the *Emperor Nicholas I*, Vice-Admiral Baller, Rear-Admiral Hoffmann, Commodore Boyes, and many captains were invited to witness them. A model representing a ramming vessel was moved by weight as to ram a model which represented the amidships section of a ship. A small buffer of a quarter of an inch thickness of cotton cloth was made which could be adjusted to the ram. When the blow was dealt without the buffer the ram easily penetrated the skin of the other model and the ramming vessel made an iron road of three-quarters of an inch, and cut a hole two inches in length, which in reality means eight feet. When a similar experiment was made with the buffer on the ram an iron road of only a quarter of an inch was sufficient to arrest the progress of the vessel, and the skin was only slightly bent and not penetrated. This experiment is analogous with what happened in the two before-mentioned cases. It shows that the model experiments, if properly carried out, are very useful in testing the application of new improvements. Does it not also show that something can be done to minimize the effect of collision? What is the reason, then, that up to now nothing has been done to minimize the effect of collision? We see improvements in every other branch of ship-building. Why, then, is such an important item as this left without due attention? There is something which interferes with this most necessary improvement. I believe this is really due to prejudice; at any rate no scientist has yet proved this hypothesis. It is everybody's fault that this prejudice exists. *Quand tout le monde a tort tout le monde a raison*. Where there is a prejudice there is no progress, and the first thing that we have to do is to remove the prejudice. As soon as we believe that ships can be improved in the desired way they will be improved in a very short time. It is taken for granted that the energy of a blow which is developed by one ship striking another is so very great that no means can be devised to absorb it without injuring the ship's hull. This trial over, the boilers, cylinders, pipes, etc., can then be covered with the usual non-conducting composition and the cable fittings put in their proper place. Probably all this work will occupy a week or so, but the loss of time will be amply compensated for by the ship being guaranteed absolutely trustworthy in this respect. If the collision takes place upon one of the main bulkheads, two compartments are filled with water. 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THE HONGKONG TELEGRAPH, FRIDAY, JANUARY 24, 1896.

Intimations.

WORTH A GUINEA A BOX.
BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS,
ANNUAL SALE SIX MILLION BOXES.
50 CENTS per Box.

Prepared only by the Proprietor:
THOMAS BEECHAM, St. Helens, Lancashire.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA —
WATKINS & CO.,
APOTHECARY'S HALL, 65 Queen's Road Central,
HONGKONG. [56]

JUST LANDED
FRENCH CONFECTIONERY.
Comprising:

Crystallized Fruits, Burnt Almonds,
Coccolines, Almonds Flots,
Apricotines, Marzipan Almonds,
&c., &c., &c.,
CADBURY'S CHOCOLATE CREAMS:
Vanilla Creams, Honey Creams, Caramels,
Nougat Pistache, Pineapple Chocolate,
Chocolate Walnut,
Plush Boxes, Plush Boxes and Fancy Boxes,
&c., &c., &c.,
"TANSAN," the New Japanese Table-Water
which contains 8 per cent. more from carbonate
than that from any other Chalybeate Spring.
FLETCHER & CO.
"THE PHARMACY."
23, Queen's Road Central,
Hongkong, 10th October, 1895. [48]

M. R. CHADWICK, K.E.W.
(LATE OF FOAT & NOBLE.)

HAS OPENED his Dental Rooms at No.
62, QUEEN'S ROAD CENTRAL, a few
doors from Messrs. GAUSS & CO.
TENTH filled permanently, from \$1.00 upwards.
CROWN and BRIDGEWORK inserted and TEETH
EXTRACTED.

PLATES A SPECIALITY.

Hongkong, 7th June, 1895. [35]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is
obtained by the Water Boats; as FOUL
WATER is the cause of much sickness on
board Ship.
We are the only Water-Boat Company in
Hongkong exclusively Supplying FILTERED
WATER.

Call Flag "W."

J. W. KEW & Co.,
STEAM WATER-BOAT CO.,
16, Praya Central.

Hongkong, 7th October, 1895. [36]

Intimations.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION.



JAVA POWDER
SOLD EVERYWHERE
LARGE ASSORTMENT OF
PERFUMERY PUT UP IN THE LATEST
PARISIAN STYLE

12 & 14, Boul. St. Martin
PARIS

COFFRET PARISIEN
COFFRET PARISIEN
ROUGES & BLANC
BLANC DE PERLES LIQUID

Shipping.
STEAMERS.

FOR SHANGHAI.

THE Steamer
"NANYANG."
Captain E. Schulz, will be despatched for the
above Port TO-MORROW, the 25th instant,
at 4 P.M.
For Freight or Passage, apply to
SIEMSSEN & Co.
Hongkong, 23rd January, 1896. [189]

"SHIRE" LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamer
"ETON."
Captain Brophy, will be despatched as above
TO-MORROW, the 25th instant, at 5 P.M.,
instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 23rd January, 1896. [144]

"MOHA-EINA" OF DR. GOEL.
CREME DE MANDARINE.
ATELINE ANISETTE SUPERFINE.
Apply to
MAURICE DODWELL, CARLILL & Co.,
Agents for M. OPPENHEIMER & Co., PARIS.

F. CAZANOYE,
BORDEAUX.

GOLD MEDALS.
Bordeaux, 1882, Paris, 1888.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

THIS ELIXIR is employed with
success to restore the FORCES
of the STOMACH and FACILITATE
the DIGESTION.

TONIC WINE.
Of the Rev. Father A. KERMANN

MOHA-EINA" OF DR. GOEL.
CREME DE MANDARINE.

ATELINE ANISETTE SUPERFINE.
Apply to
MAURICE DODWELL, CARLILL & Co.,
Agents for M. OPPENHEIMER & Co., PARIS.

Shipping.

STEAMERS.

FOR SINGAPORE.

THE Steamer
"MASCOTTE,"

Captain Ross, will be despatched TO-
MORROW, the 25th instant, at Noon.

For Freight, apply to
BRADLEY & Co.,
Agents.
Hongkong, 24th January, 1896. [167]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ACHILLES,"

Captain Harvey, will be despatched as above
on MONDAY, the 27th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22d January, 1896. [166]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to
ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamer

"MENMUIR,"

Captain Craig, will be despatched for the above
Port on WEDNESDAY, the 27th instant, at
Noon.

This well-known Steamer is specially fitted for
Passengers and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions
throughout the voyage.

A Stewardess and a duly qualified Surgeon
are carried.

For Freight or Passage, apply to
GIBE, LIVINGSTON & Co.,
Agents.
Hongkong, 22d January, 1896. [141]

THE CHINA MUTUAL STEAM NAVIGA-
TION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.

THE Company's Steamship

"ORESTES,"

Captain Pollard, will be despatched as above

on SATURDAY, the 1st February.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22d January, 1896. [160]

"KAI-SOW,"

E. Warrall, Commander, will be despatched as

above on or about the 20th instant.

For Freight, apply to
HOLIDAY, WISE & Co.,
Agents.
Hongkong, 22d January, 1896. [142]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND
SOURABAYA.

THE Company's Steamship

"HIN-SANG,"

Captain J. Kynoch, will be despatched as above

on or about THURSDAY, the 29th instant.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 23d January, 1896. [194]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"LENNOX,"

will be despatched about 4th February.

S.S. "PORT ADELAIDE"

will be despatched about 16th February.

S.S. "GHAZEE"

will be despatched about 4th March.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 4th January, 1896. [178]

"SHIRE" LINE OF STEAMERS.
FOR LONDON, HAMBURG AND
ANTWERP.

To follow the S.S. "GLAMORGANSHIRE,"

THE Steamer

"MERIONETHSHIRE,"

Captain Davies, will be despatched for the above

Ports on or about the 8th February.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 22d January, 1896. [189]

"BRODICK CASTLE,"

Ferguson, Master, having arrived, will load here

for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 21st November, 1895. [1608]

"FOR SAN FRANCISCO."

For further information as to Freight or
Passage, apply to the Agency of the Company,
No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 14th January 1896. [186]

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L.I.L. American Ship

"DANIEL BARNES."

Royers, Master, will load here for the above Port,
and will be despatched on or about the 15th

February.

For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 14th January, 1896. [1857]

FOR NEW YORK.

THE 3/3 L.I.L. American Ship

"JOHN R. KELLEY,"

Captain Chapman, having arrived, will load here

for the above Port, and will have quick

despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 21st November, 1895. [1608]

"JEYES FLUID."

The Best Disinfectant.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,
Boat Building.

Hongkong, 1st December, 1895. [1895]

REASONABLE PRICES.

Hongkong, 1st December, 1895. [1895]

Intimations.

WORTH A GUINEA A BOX.
BEECHAM'S PILLS
FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS,
ANNUAL SALE SIX MILLION BOXES.

50 CENTS per Box.

Prepared only by the Proprietor:
THOMAS BEECHAM, St. Helens, Lancashire.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA —
WATKINS & CO.,
APOTHECARY'S HALL, 65 Queen's Road Central,
HONGKONG. [56]

JUST LANDED
FRENCH CONFECTIONERY.
Comprising:

Crystallized Fruits, Burnt Almonds,
Coccolines, Almonds Flots,
Apricotines, Marzipan Almonds,
&c., &c., &c.,
CADBURY'S CHOCOLATE CREAMS:
Vanilla Creams, Honey Creams, Caramels,
Nougat Pistache, Pineapple Chocolate,
Chocolate Walnut,
Plush Boxes, Plush Boxes and Fancy Boxes,
&c., &c., &c.,
"TANSAN," the New Japanese Table-Water
which contains 8 per cent. more from carbonate
than that from any other Chalybeate Spring.

FLETCHER & CO.

"THE PHARMACY."

23, Queen's Road Central,
Hongkong, 10th October, 1895. [48]

M. R. CHADWICK, K.E.W.
(LATE OF FOAT & NOBLE.)

HAS OPENED his Dental Rooms at No.
62, QUEEN'S ROAD CENTRAL, a few
doors from Messrs. GAUSS & CO.
TENTH filled permanently, from \$1.00 upwards.
CROWN and BRIDGEWORK inserted and TEETH
EXTRACTED.

PLATES A SPECIALITY.

Hongkong, 7th June, 1895. [35]

TO SHIPMASTERS.